

presented on said display device together with the simultaneous textual display of the original flight and the modified flight plan,

wherein said interface device allows an operator to change the modified flight plan on either the textual display or the graphical display, and

wherein the graphical display of the modified flight plan is updated when the modified flight plan is changed.

47. (Amended) A navigational system according to Claim 44, wherein a graphical display of the original flight plan and the modified flight plan is simultaneously presented on said display device together with the simultaneous textual display of the original flight and the modified flight plan,

wherein said interface device allows an operator to change the modified flight plan on either the textual display or the graphical display,

wherein the graphical display of the modified flight plan is updated when the modified flight plan is changed, and

wherein, when the modified flight plan is activated to become a new flight plan, the graphical display is updated to display only the new flight plan.

REMARKS

Claims 1-47 are presented for consideration, with Claims 1, 11, 18, 28, 38 and 39 being independent.

Independent Claims 1 and 11 and dependent Claims 8-10, 25-27, 35-37 and 45-47 have been amended to provide additional details of Applicants' invention.

Claims 1-4, 8, 11-14, 28-31, 35, 39-41 and 45 stand rejected under 35 U.S.C. §102(e) as allegedly being anticipated by Deker '987. Additionally, Claims 5, 15, 32, 38 and 42 were rejected under 35 U.S.C. §103 as allegedly being obvious over Briffe '141 in view of Deker, and Claims 6, 7, 9, 10, 16, 17, 33, 34, 36, 37, 43, 44, 46 and 47 were rejected as allegedly being obvious over Deker in view of Onken '744. These rejections are respectfully traversed.

Applicants' invention as set forth in Claim 1 relates to a navigational system comprised of a display device that includes a graphical display portion and a textual display portion, and logic that simultaneously presents a textual display of an original flight plan and a modified flight plan on the display device.

Claim 11 relates to a navigational system that includes display means that includes a graphical display portion and a textual display portion, and logic means for simultaneously, textually displaying an original flight plan and a modified flight plan on the display means.

Claims 18 and 28 relates to a method of displaying a flight plan and a computer executable code for implementing such a method, respectively, and correspond substantially to Claim 1. In these claims, therefore, a textual display of an original flight plan and a modified flight plan are simultaneously displayed on the display device.

Finally, in Claim 39 a navigational system includes a display device and logic that simultaneously presents a textual display of comparative data for an original flight plan and a modified flight plan on the display device.

The patent to Deker relates to a navigational system that includes a display screen 11. As understood, the system is capable of providing alternative flight plan solutions to a pilot in response to an "event" or an emergency.

The Office Action asserts that Deker mentions the simultaneous display of an original flight plan and a modified flight plan on the display device, citing column 7, lines 39-67. However, as discussed in that portion of Deker and shown in Figure 3, screen 35 displays graphically but not textually an active flight plan and a selected, or modified, flight plan. The textual window gives only "modifiable information on the selected flight plan for modification" (see column 7, lines 50-53). Moreover, although the display screen 34 is said to give information in the textual window "by which a comparison can be made between the active flight plan and the selected flight plan," there is no teaching that this information is simultaneously displayed. It is also noted that screen 34 provides a graphical display of all the previously selected flight plans.

Deker further discloses that a graphic window 27 (of the screen 23 in Figure 3) shows a first diversion flight plan 32 in a list of the flight plan solutions while the textual part 28 gives significant parameters enabling the active flight plan to be compared with the diversion flight plan. Deker fails, however, to provide details of the information provided by the textual part 28.

Accordingly, it is submitted that Deker does not teach or suggest, inter alia, providing a simultaneous textual display of an original flight plan and a modified flight plan as recited in Applicants' Claims 1, 11, 18, 28 and 39. Thus, reconsideration and withdrawal of the rejection under 35 U.S.C. §102(e) is respectfully requested.

Claim 38 relates to a navigational system comprised of a CPU, a flight control system that controls an airplane based on inputs from the CPU, and a display device. In addition, logic simultaneously presents a textual display of an original flight plan and a modified flight

plant on the display device, with the CPU providing inputs to the flight control system based on navigational data corresponding to the original flight plan presented on the display device.

The primary citation to Briffe relates to an aircraft display and control system and was cited for its teaching a CPU, a flight control system and a display device. The secondary citation to Deker was again relied upon for allegedly disclosing logic to simultaneously display an original flight plan and a modified flight plan on the display device.

For the reasons discussed above, however, it is submitted that Deker does not teach or suggest simultaneously displaying a textual display of an original flight plan and a modified flight plan on the display device as set forth in Claim 38. Therefore, without conceding the propriety of combining Briffe and Deker in the manner proposed in the Office Action, it is submitted that such a combination still fails to teach or suggest Applicants' invention. Thus, reconsideration and withdrawal of the rejection of Claims 5, 15, 32, 38 and 42 under 35 U.S.C. §103 is respectfully requested.

Finally, the tertiary citation to Onken relates to a flight control system and was cited for its teaching of removing textual display waypoints from an original flight plan. Onken fails, however, to compensate for the deficiencies in Deker as discussed above with respect to Applicants' independent claims. Therefore, the proposed combination of Deker and Onken, even if proper, still fails to teach or suggest Applicants' claimed invention. Reconsideration and withdrawal of the rejection of Claims 6, 7, 9, 10, 16, 17, 33, 34, 36, 37, 43, 44, 46 and 47 under 35 U.S.C. §103 is thus respectfully requested.

Accordingly, it is submitted that Applicants' invention as set forth in independent Claims 1, 11, 18, 28, 38 and 39 is patentable over the cited art. In addition, dependent Claims 2-10, 12-17, 19-27, 29-37 and 40-47 set forth additional features of

Applicants' invention. For example, Claims 8-10, 25-27, 35-37 and 45-47 have been amended to recite that a graphical display of the original flight plan and the modified flight plan is simultaneously presented on the display device together with the simultaneous textual display of the original flight plan and the modified flight plan. None of the cited art, including Deker, is understood to teach or suggest these features. Independent consideration of the dependent claims is respectfully requested.

FIRST SUPPLEMENTAL INFORMATION DISCLOSURE STATEMENT

In compliance with the duty of disclosure under 37 C.F.R. §1.56 and in accordance with the practice under 37 C.F.R. §§1.97 and 1.98, the Examiner's attention is directed to the documents listed on the enclosed Form PTO-1449. Copies of the listed documents are also enclosed.

Accompanying this paper is a check for \$180.00 pursuant to 37 C.F.R. §1.97(c) and §1.17(p).

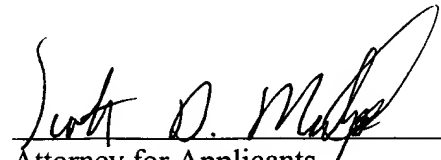
It is respectfully requested that the above information be considered by the Examiner and that a copy of the enclosed Form PTO-1449 be returned indicating that such information has been considered.

CONCLUSION

In view of the foregoing, reconsideration and allowance of this application is deemed to be in order and such action is respectfully requested.

Applicants' undersigned attorney may be reached in our Washington, D.C. office by telephone at (202) 530-1010. All correspondence should continue to be directed to Honeywell's address given below.

Respectfully submitted,



Attorney for Applicants

Registration No. 32,533

HONEYWELL INTERNATIONAL INC.
Law Department
101 Columbia Road
P.O. Box 2245
Morristown, New Jersey 07962-2245

SDM/vmm

DC_MAIN 90838 v 1

VERSION WITH MARKINGS TO SHOW CHANGES MADE TO CLAIMS

1. (Amended) A navigational system, comprising:

a display device that includes a graphical display portion and a textual display portion; and

logic that simultaneously presents a textual display of an original flight plan and a modified flight plan on said display device.

8. (Amended) A navigational system according to Claim 1, wherein a graphical display of the original flight plan and the modified flight plan is [also] simultaneously presented on said display device together with the simultaneous textual display of the original flight and the modified flight plan.

9. (Amended) A navigational system according to Claim 5, wherein a graphical display of the original flight plan and the modified flight plan is [also] simultaneously presented on said display device together with the simultaneous textual display of the original flight and the modified flight plan,

wherein said interface device allows an operator to change the modified flight plan on either the textual display or the graphical display, and

wherein the graphical display of the modified flight plan is updated when the modified flight plan is changed.

10. (Amended) A navigational system according to Claim 7, wherein a graphical display of the original flight plan and the modified flight plan is [also] simultaneously presented on said display device together with the simultaneous textual display of the original flight and the modified flight plan,

wherein said interface device allows an operator to change the modified flight plan on either the textual display or the graphical display,

wherein the graphical display of the modified flight plan is updated when the modified flight plan is changed, and

wherein, when the modified flight plan is activated to become the new flight plan, the graphical display is updated to display only the new original flight plan.

11. (Amended) A navigational system, comprising;
display means that includes a graphical display portion and a textual display portion; and

logic means for simultaneously, textually displaying an original flight plan and a modified flight plan on said display means.

18. (Amended) A method of displaying a flight plan of a navigational system, comprising the steps of:

providing a display device that includes a graphical display portion and a textual display portion; and

simultaneously displaying a textual display of an original flight plan and a modified flight plan on the display device.

25. (Amended) A method according to Claim 18, wherein said displaying step further comprises simultaneously displaying a graphical display of the original flight plan and the modified flight plan on the display device together with the simultaneous textual display of the original flight plan and the modified flight plan.

26. (Amended) A method according to Claim 22, wherein said displaying step further comprises simultaneously displaying a graphical display of the original flight plan and the modified flight plan on the display device together with the simultaneous textual display of the original flight and the modified flight plan,

wherein said changing step comprises changing the modified flight plan in either the graphical display or the textual display, and

wherein said method further comprises the step of updating the graphical display of the modified flight plan when the modified flight plan is changed.

27. (Amended) A method according to Claim 24, wherein said displaying step further comprises simultaneously displaying a graphical display of the original flight plan and the modified flight plan on the display device together with the simultaneous textual display of the original flight and the modified flight plan,

wherein said changing step comprises changing the modified flight plan in either the graphical display or the textual display, and

wherein said method further comprises the steps of:

updating the graphical display of the modified flight plan when the modified flight plan is changed; and

updating the graphical display to display only the new flight plan when the modified flight plan is activated in said activating step.

35. (Amended) Computer executable code according to Claim 28, wherein said displaying step further comprises simultaneously displaying a graphical display of the original flight plan and the modified flight plan on the display device together with the simultaneous textual display of the original flight and the modified flight plan.

36. (Amended) Computer executable code according to Claim 32, wherein said displaying step further comprises simultaneously displaying a graphical display of the original flight plan and the modified flight plan on the display device together with the simultaneous textual display of the original flight and the modified flight plan,

wherein said changing step comprises changing the modified flight plan in either the graphical display or the textual display, and

said code for further executing the step of updating the graphical display of the modified flight plan when the modified flight plan is changed.

37. (Amended) Computer executable code according to Claim 34, wherein said displaying step further comprises simultaneously displaying a graphical display of the original flight plan and the modified flight plan on the display device together with the simultaneous textual display of the original flight and the modified flight plan,

wherein said changing step comprises changing the modified flight plan in either the graphical display or the textual display, and

said code for further executing the steps comprising:

updating the graphical display of the modified flight plan when the modified flight plan is changed; and

updating the graphical display to display only the new flight plan when the modified flight plan is activated in said activating step.

45. (Amended) A navigational system according to Claim 39, wherein a graphical display of the original flight plan and the modified flight plan is [also] simultaneously presented on said display device together with the simultaneous textual display of the original flight and the modified flight plan.

46. (Amended) A navigational system according to Claim 42, wherein a graphical display of the original flight plan and the modified flight plan is [also] simultaneously presented on said display device together with the simultaneous textual display of the original flight and the modified flight plan,

wherein said interface device allows an operator to change the modified flight plan on either the textual display or the graphical display, and

wherein the graphical display of the modified flight plan is updated when the modified flight plan is changed.

47. (Amended) A navigational system according to Claim 44, wherein a graphical display of the original flight plan and the modified flight plan is [also] simultaneously presented on said display device together with the simultaneous textual display of the original flight and the modified flight plan,

wherein said interface device allows an operator to change the modified flight plan on either the textual display or the graphical display,

wherein the graphical display of the modified flight plan is updated when the modified flight plan is changed, and

wherein, when the modified flight plan is activated to become a new flight plan, the graphical display is updated to display only the new flight plan.